

tolerate the mistake of a young man. I find that the hon. Minister of Railways and Canals spoke a night or two ago in the province of Ontario and transportation was one of his themes. In his speech he declared that:

Mr. Borden had declared in favour of the extension of the Intercolonial Railway to the Pacific. The Grand Trunk Pacific and the Mackenzie and Mann railway would both be at the Pacific soon and these, with the Canadian Pacific Railway, would make three transcontinental lines.

These would make three. What are the three?—the Intercolonial Railway, the Grand Trunk Pacific and the Mackenzie and Mann. Why does he say that these will make three transcontinental lines?

Mr. GRAHAM. My hon. friend will pardon me. He has forgotten the Canadian Pacific Railway, the one already built, and I did not mean the Intercolonial Railway at all.

Mr. FOSTER. The hon. gentleman did not? Very well.

The Grand Trunk Pacific and Mackenzie and Mann railway would both be at the Pacific soon—

Yes, my hon. friend is right.

—and these, with the Canadian Pacific Railway—

That is right..

—would make three transcontinental lines, and all would have as much traffic as they could handle. It might be necessary to go to the Pacific with the Intercolonial Railway, but the same Mr. Borden and his party who now cried for this new line to the Pacific opposed the Intercolonial Railway extension to Montreal.

Indeed he would like to ask if they thought it worth while to extend the Intercolonial Railway to the heart of Ontario.

My right hon. friend was asking a conclave of good supporters, supporters of himself, supporters of my right hon. friend. What was the answer?

'Oh no, the corporations are the best hands to handle railways, not government.'

Was that their answer?

The question is I would like to ask do you think it worth while to extend the Intercolonial Railway to the heart of Ontario? (Loud cries of assent.)

From the faithful.

I do not say it is settled as a policy,—

—said Mr. Graham,

—but I know that Sir Wilfrid Laurier's cabinet is prepared to meet every demand of trade for quick transportation and reasonable rates and it might be found that the extension of the Intercolonial Railway to Ontario would help to regulate the rates.

Mr. BERGERON. It might.

Mr. FOSTER. It might. Where is the ex-Minister of Railways?

Mr. GRAHAM. My hon. friend ought to read that whole speech.

Mr. FOSTER. I am going to read every speech my hon. friend makes; I am anxious to size him up, to know how well he speaks and what wisdom he has. But there is undoubtedly a squinting by my right hon. friend and the new Minister of Railways of this government (Mr. Graham) towards extending the Intercolonial up to Ontario and possibly still farther west. But my right hon. friend has not travelled west; I am afraid he has not read well the sentiments and feelings of his western constituency. What have the Liberals in Alberta done, his own children? They have passed a resolution in favour of having the Hudson Bay Railway constructed and owned by the provinces of Manitoba, Saskatchewan and Alberta. That is the voice of Liberalism in the province of Alberta. Will my right hon. friend (Sir Wilfrid Laurier) undertake to go up there and convert them from the error of their ways and towards the corporations for whom he has so strongly pleaded here to-night? The Liberals of Saskatchewan passed a resolution to have the road constructed and owned by the Dominion government. There is the voice of his followers in another of the great new provinces, and, if I mistake not, the present Minister of the Interior last year set apart or proposed to set apart a portion of the odd numbered sections of the land in order that the government might, with the proceeds of these lands, build the Hudson Bay Railway. I am not sure whether my hon. friend (Mr. Oliver) proposed to apply this as subsidy or in the line of the construction of the road by the government. These same provinces of Alberta and Saskatchewan and Manitoba have already, with the evident assent of their people of both lines of political feeling, gone into the business of building and owning and operating government telephones in those three provinces. Great progress has been made in Alberta and before very long a large proportion of that province will be covered with government owned telephones. So I advise my right hon. friend (Sir Wilfrid Laurier) to put his ear to the ground, figuratively speaking, and find out what the people behind him and to a certain extent beneath him are thinking upon this question. No man can more quickly change his opinions than my right hon. friend, and I do not despair, if he hears the voice calling sufficiently loudly, that he will make very short work of his arguments of to-night and replace them by what would seem to him very much better ones.

He wanted to know where protection came in in this platform which was laid down by my hon. friend (Mr. R. L. Borden). He found it there but he said it was writ very